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HONGKONG OFFICE: 10A, DES VUEUX ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 4TH, 1912.

The annual report of the Chinese Maritime Customs contains a great surprise for most people. Notwithstanding the disturbance of trade caused by the revolution, which extended over practically the whole of the last quarter of the year 1911, the country's foreign trade, and, consequently, the Customs revenue, exceeded all previous records. The total collection—HK. tals 36,179,825—exceeded that of 1910 by Tls. 607,946. As the Statistical Secretary says, this figure would, of course, have been much larger had the trade of the last quarter not been interfered with by political disturbances. On the 30th September there was a total gain of HK. Tls. 2,400,000 as compared with the corresponding three quarters of 1911; but the heavy falling off in the last quarter, as compared with the corresponding quarter of 1910, reduced the net gain on the year to the figures quoted above. The foreign trade during the first nine months of the year, the report tells us, showed great expansion as compared with 1910, and even after the collapse, brought about in the fourth quarter by political causes, imports still continued to pour into the country. That can excite no surprise, however. The Revolution broke out very suddenly and no one imagined that the Government would prove so impotent to suppress a political uprising, and certainly there were few who anticipated that any revolutionary rising

would be so wide-spread. The imports which arrived in China in the last quarter of the year had been ordered, of course, long previously and could not be cancelled. As we have said before, the injurious effects of the Revolution upon the foreign trade of the country are more likely to be seen in the statistics for the first quarter of 1912 than in those for the last quarter of 1911. Exports would, of course, be immediately affected by a revolution, and the export returns show a decrease, as compared with the figures for 1910, amounting to only Tls. 3,495,162, while imports showed an increase amounting to Tls. 8,539,049. This gives a net increase of Tls. 5,043,887 and the total of the country's trade—Tls. 848,842,109—is the highest on record. In the first nine months of the year imports were showing an increase of 45 million taels as compared with the returns for the corresponding period of 1910, but this increase the Statistical Secretary explains was due more to the enhanced value of opium and cotton goods than to any quantitative gains in other items. At the same time increased quantities as well as higher values co-operated to swell the total. Kerosene oil and textiles are quoted as examples of the former, and the 48 million odd taels set down for the value of opium are mentioned as well illustrating the higher value explanation. The grand promise of the textile trade during the first three quarters of last year is illustrated by a tabular statement which shows an increase of 5.7 million pieces of "plain cottons," as compared with the 1910 figures, "to which must be added the large blocks of piece goods imported in 1911 in bond, and therefore not yet included in the Customs returns." Yarn fell off, chiefly the Indian variety, but Japanese yarn suffered as well, and the Statistical Secretary concludes that "the competition of China-spun yarn is beginning to tell." Decline in the price of kerosene has led to an increased use of this illuminant in the villages and towns of China, and the imports, already large, reached last year the enormous total of 225,592,440 gallons, constituting the best on record.

When the ports are divided into groups, we are enabled to see which districts were and which were not affected by the political disturbances. The Manchurian ports, for example, showed an increase of nearly 23 million taels; the Chihli ports—Tientsin and Chingwantao—showed an increase of nearly 15 millions; Shantung ports also showed up better by nearly four millions; but the Yangtsze ports showed a drop of 29 millions; Shanghai an increase of 29 millions; and a decline of about three millions. Of the Southern ports it will doubtless interest our readers to have the Statistical Secretary's full statement, which reads as follows:—

Under Southern Ports are grouped 3 in the province of Fukien, 11 in Kwangtung and Kwangsi, and 3 in Yunnan, or 17 in all. Taking them collectively, there is a total falling off in the value of their trade as compared with 1910 of some 33 million taels. The principal losses are to be found, in foreign imports, at Foochow, Amoy, Swatow, Canton, Kowloon, Lappa, and Mengtsi, aggregating some 153 million taels, and in exports, at Canton, Kowloon, Wuchow, Kiangchow, and Fungchow, aggregating over 64 million taels. "For contra," there were some gains in exports at Foochow, Amoy, Swatow, Samshui, Nanjing, and Mengtsi. In Amoy the harvest was good, but the tendency for Formosan produce, especially tea, to be shipped abroad "direct" instead of as "formerly, via Amoy, continues, to the detriment of the port. At Swatow the orange groves suffered much damage from bad weather. The sugar crop was good, but as northern markets were temporarily closed, growers suffered some loss, which was partially made up by increased trade with the Straits, Dutch India, etc. The River districts were much disturbed by piracy; but trade towards the end of the year was reviving, under the greater security brought about by the presence of a combined British and Chinese patrol in local waters. In Canton itself trade was adversely affected by political unrest during the greater part of the year. The comparative figures are given below:—

Statistics of the Southern Ports. (including Frontier Ports.)		
	1910. HK. Tls.	1911. HK. Tls.
Net foreign imports	150,226,735	129,907,615
Net native imports	60,266,209	51,076,632
Exports abroad and to native ports	127,715,69	123,729,232
Total HK. Tls.	338,208,814	304,713,479

We fear it would be too much to hope for the record of 1911 to be beaten in 1912. It has taken nearly six months to restore conditions in the country to a state which makes resumption of trade on the former scale possible. Moreover, as was indicated in a telegram published in our issue of yesterday, the provincial authorities are hampering the legitimate trade in opium to a most serious extent, and this will affect both the import values and the country's revenue from the Customs; but there can be little doubt that, once the country becomes settled, we shall be able to look forward to steady advance in the returns of foreign trade. It would be over- sanguine, however, to expect to see many tangible signs of this in the year 1912.

Dr. F. O. Stedman left by the *Monte Carlo* on Saturday for England via Canada on holiday.

Two officials of the Siam Legation were killed in the recent railway accident in Paris near the Gare du Nord.

For being in possession of a quantity of opium, a Chinese was yesterday fined \$50 or six weeks' imprisonment.

Mr. J. W. Taylor, of the firm of Messrs. Moxon and Taylor leaves this morning by the *Tenyo Maru* for England via the United States, on holiday.

Mr. Melbourne yesterday inflicted a fine of \$100 or six weeks' on a Chinese for being in possession of a Winchester rifle and a quantity of ammunition, without a license.

Messrs. Ellis & Ellis, sharebrokers, inform us that they are in receipt of telegraphic advice from Shanghai that the output of the Langkat Co. for the month of May was 14,338 tons.

A Chinese servant at the Craigieburn Hotel was charged at the Magistracy yesterday with having stolen an umbrella belonging to the chief waiter at the Gaol, while delivering food to a debtor.

A man and a boy were charged before Mr. Melbourne with selling a quantity of opium. The man denied the charge, but the boy admitted it. Mr. Melbourne, however, convicted the man and fined him \$15. The boy was discharged.

Messrs. Butterfield & Swire's steamer *Tungtung* returned to Hankow on the 23rd ult. from Changsha. She is the first boat of her size to enter the Hunan port. To get the necessary depth she had to take an unusual channel in Tungting Lake, which took her past points where the natives had never before seen a steamer. Thousands of them flocked down to the banks to see her. The occasional blowing of the whistle sent them fleeing in terror.

LOCAL SPORT.

INTERPORT SHOOTING.

The Hongkong team selected to compete in the annual interport shooting competition shot off early yesterday morning at King's Park Range—and made a score which is practically certain to place Hongkong once again at the bottom of the list. Shooting began at 7.30 a.m. and, as will be seen from the score given below, at the 200 yards, the "weather" conditions being adverse to good shooting.

The aggregate scores were:—		
Mr. Gregory	200	500 690 Total.
Mr. B. Chapman	33	25 34 102
Mr. B. Stewart	32	31 31 94
Sergt. Leadbeater	31	30 32 93
Mr. Calvert	29	33 31 94
Mr. Elson	28	32 29 89
Mr. Danby	28	34 25 88
Mr. MacNab Wilson	28	32 28 86
Mr. E. Heall	25	32 25 85
Mr. Henderson	30	31 23 84

Grand Total 903
Mr. Gregory's total of 102 out of a possible of 105, is stated to be a record for Hongkong interport shooting, and has probably not been beaten by anyone elsewhere in interport shooting competitions.

Lieut.-Col. Chapman represented the Straits and Singapore at the range, Major Macdonald was present for Shanghai, and Captain Mowbray Northcote watched Hongkong's interests.

LAWN BOWLS CHAMPIONSHIP.

The results in the first round of the open lawn bowls championship of the Colony to date are as under:—

W. Witherspoon, T. beat J. Baker, P. S. H. Dinmen, T. beat J. Irving, C. S. G. Anderson, T. beat A. Ramsay, K. W. Cameron, P. beat J. Ferguson, T. G. Haxton, K. walk over from T. Petrie, K.

CHINESE AND INDIANS ON JAPANESE VESSELS.

According to the *Jiji*, opinion is gradually gaining ground among the Japanese shipping companies in favour of engaging Chinese and Indians as seamen and other servants on board merchant vessels. Those in favour of this proposal declare that in engaging Chinese and other Asiatics a saving of from forty to fifty per cent. in wages will be effected. Moreover, these men are more hardy than the Japanese. Already about six hundred Chinese are employed on vessels belonging to Japanese shipping companies. For instance, fifty per cent. of the men serving on eleven steamers of the Japan-China Steamship Company, chiefly plying on the Yangtze, are Chinese. Chinese are also engaged on steamers on the Dairen-Shanghai steamer service of the Nippon Yusen Kaisha, and on vessels of the Osaka Shosen Kaisha and other companies trading in the Far East and in other waters. The only question awaiting solution, says a Japanese paper, is as to what will be done with these foreign employes in case of war.—*Japan Gazette*.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FIGHTING IN MOROCCO.

ENGLISH NON-COMMISSIONED OFFICER KILLED.

LONDON, June 3rd.

General Lyautey reports that a column left Fez at dawn on Saturday to attack a large force of the enemy on the hills six miles to the north-east of the city. The French bombarded and captured the camp, the enemy fleeing like a mob to the mountains, leaving many dead behind them. The French losses were nine killed and 28 wounded. An English non-commissioned officer named Redman, who was instructor to the Sultan's troops, was killed while gallantly leading an attack.

Redman was accorded a special funeral service in Fez, at which General Bouilloud said he deeply regretted Redman's death and eulogised his courage. The General said he was loved by his superiors and comrades alike, and his death in the French ranks was a fresh bond in the Anglo-French union.

General Lyautey declared that Redman had died nobly in a noble cause. The British Consul thanked the Generals and expressed his appreciation of their speeches.

QUEEN OF HOLLAND'S VISIT TO FRANCE.

LONDON, June 3rd.

Queen Wilhelmina of Holland, and her consort, Prince Henry, accompanied by the President and Madame Fallieres and Mr. Poincare, held a formal reception at the Hotel de Ville. Her Majesty gave a luncheon in honour of the President and Madame Fallieres. In the evening they were the guests of the Premier.

Queen Wilhelmina is most popular and is everywhere cheered by large crowds.

ANOTHER STRIKE THREATENED.

LONDON, June 3rd.

The Southampton dockers have demanded an increase in their wages. The employers refused, in view of last year's

THE DEFENCES OF MALTA.

LONDON, June 3rd.

The Lords of the Admiralty, having concluded their inspection of Malta, issued a statement expressing satisfaction with the efficiency and organisation of the dockyard. They propose to assign such proportion of repairing and outfitting work to the dockyard as will keep it in a normal condition of activity, capable at all times of attending to the needs, in peace or war, of any fleet cruising or operating in the Mediterranean. All necessary measures will be taken for its continued security. After paying a tribute to the efficiency of the manœuvres carried out by the destroyers and the submarines the statement says that submarines will play an increasingly important part in the defence of the island. Their lordships express the intention to make full use of the facilities afforded by the important naval base, the value of which to the British Navy is of a permanent character.

PREMIER'S VISIT TO MALTA.

LONDON, June 3rd.

A telegram from Malta states that Mr. Asquith and Mr. Winston Churchill have gone to Bizerta on the yacht *Euchantress*.

A BYE-ELECTION.

LONDON, June 3rd.

The bye-election in North-West Norfolk has resulted in the return of a Liberal in succession to the former Liberal member, Sir G. White, the figures being:—

Mr. Hemmender	5,913
Mr. Jodrell, C.	4,905
Majority	848

FIRE ON A LINER.

LONDON, June 3rd.

A fire which burnt for three hours last night as she was lying in dock at Liverpool. The magnificent saloons were practically destroyed.

[THROUGH REUTER'S AGENCY.]

NEW FRENCH MINISTER TO PEKING.

LONDON, June 3rd.

M. Conty, departmental chief of the French Ministry of Foreign Affairs, will shortly replace M. Margerie, the French Minister to Peking. The latter succeeds M. Conty.

THE OLYMPIC SPORTS.

LONDON, June 3rd.

A New York telegram states that Kiviat, an American representative at the Olympic Sports, ran the 1,500 metres in 3min. 58.4/5secs. Gardner, of Yale, another representative of the United States, cleared 13ft. 1in. in the pole jump. Both performances constitute world's records.

THE KING'S BIRTHDAY.

MILITARY PARADE.

Yesterday, being the anniversary of the birthday of His Majesty King George V., was a general holiday in the Colony. All the banks, Government offices, and business houses were closed, and the day devoted to pleasure-seeking. Though the heavy rain which fell throughout the night ceased at daybreak, the sky remained overcast, and the atmosphere was oppressive. All British ships in the harbour were gaily decorated, and elsewhere there were not lacking visible signs of loyalty to the Sovereign and the Empire.

The most important event, was, of course, the King's Birthday Parade on the Cricket Ground at 7.30 a.m. The function was shorn of a good deal of its splendour by the absence of the picturesque Indian troops, and by the rather cramped space of the ground. Only 810 men took part in the parade, which was witnessed by very few civilians owing to the rather early hour. The troops, which included 150 rank and file of the Royal Navy; 100 Royal Artillery; 100 Royal Engineers; 400 K.O.Y.L.I. and 60 Hongkong Volunteer Corps, were under the supreme command of H.E. Major-General C. A. Anderson, C.B. The detachments were all in review order, officers appearing in white, and the *ensemble* presented a pleasing picture, the troops being lined up in the Grand Stand, and the Band of the K.O.Y.L.I. in the centre.

H.E. the Officer Administering the Government (Hon. Mr. Claud Severn), arrived on the ground at 7.45, to the accompaniment of the National Anthem. After inspecting the troops, His Excellency returned to the saluting base, and the Union Jack was then broken from the masthead, and a royal salute fired on the Murray Parade ground by the Hongkong-Singapore Battalion of the R.O.A. After the 7th, 14th, and last round of the salute, the troops fired a *feu-de-joie*, afterwards giving a Royal salute, to the music of the National Anthem.

After giving three cheers for His Majesty, the troops marched past the saluting base in fours, and out through the gate at the north-eastern corner of the ground.

FUNCTIONS AT GOVERNMENT HOUSE.

There was an Official Dinner at Government House last night to which were invited General Anderson, the Judges, members of the Executive and Legislative Councils, the Foreign Consuls, and the principal officials in Government service. The names of the invited guests were given in our Saturday's issue.

After the dinner His Excellency the Officer Administering the Government held a reception to which a general invitation had been given through the newspapers. Despite the inclement weather there was a good attendance, though few ladies were present. His Excellency, attired in Windsor uniform, received his guests in the ball-room which was charmingly decorated for the occasion with plants and flowers. The grounds were illuminated by red Chinese lanterns, and the Band of the K.O.Y.L.I. discoursed a programme of music on the lawn.

As a result of protracted litigation between the two sets of directors of the Chino-Siam Steam Navigation Co., Ltd., at Bangkok Mr. Atkinson on behalf of his clients filed an application for the appointment of a receiver pending the settlement of the matters at present in dispute.

Foreign opium delivered from bond in China last year was valued at Tls. 48,256,745 according to the Customs statistics.

[FROM OUR OWN CORRESPONDENT.]

June 1st.

BOMBS.

Bombs are still to the fore in Canton. Some were discovered during the late searching, and yesterday while a policeman was making his rounds early in the morning he came across a parcel which he picked up and proved to contain a bomb. The policeman either did not recognise the dangerous article or in his excitement at his strange find dropped it, for it went off and injured him severely, besides alarming the whole neighbourhood. It is taking many and varied lessons to convince the people of the danger attending the use of these bombs and their lessons do not seem to be finished yet.

DR. SUN YAT SEN.

Dr. Sun Yat Sen is now in his native district of Heungshan, and has been making a tour of inspection in the place. From here he is proceeding to San Do, and all the villages on the route are giving him a right royal reception.

ROBBERY IN THE OLD CITY.

A very well arranged armed robbery was carried through at a house in Mai On Street at noon yesterday. Four men armed with pistols entered the house at the one time and threatened all the occupants so as to drive them together into one room. Here two men covered them with the firearms, while the other two bound and gagged them, after which the four ransacked the house, emptying trunks and boxes indiscriminately. They made off with a considerable amount of money and many goods of value, and their presence in the house was never suspected by the neighbours, as it was several hours afterwards before one of the occupants freed himself and made the crime known.

THE CHIEF OF POLICE.

Mr. Chan, who is the head of the police in the City, has been accused by the populace of needless cruelty and unnecessary shooting of criminals. A petition was sent to the Governor some time ago requesting that he be dismissed or that his power be limited greatly, as he has been shooting all kinds of prisoners for any and all kinds of crimes. The answer to this petition seeming not to be forthcoming, a deputation of four waited on the Governor, Mr. Wu, to find out his views on the subject and see if anything could be done. It now transpires that the Provincial Government does not agree with Mr. Chan's cheap and human life, and that he is to be dismissed and his power in the matter of executions limited.

FERRY-BOT CAPSIZES.

About 7 o'clock in the morning two days ago a ferry-boat containing nine persons and crossing from the end of Sha Ki Street to Honam, capsized in the river just opposite the end of Shamen. There was great excitement for some time, and it looked at first as if all were going to be drowned, as the sampans in the vicinity were becoming more of a nuisance than a help. A police boat eventually arrived on the scene and was successful in rescuing six of the occupants, two having already been rescued. Thus only one woman was drowned, though some of those rescued were in a state of total collapse.

NOTICE TO OFFICERS.

A significant notice has been issued to officers of all the regiments in the province, forbidding them to entertain friends and relations in the various camps. This has been a sore point with some people for a time and has, it is said, had a not too good effect on discipline.

STATEMENT FOR PEKING.

The Provincial President, Mr. Wu Hon Man, has been requested twice within the last few weeks to send up a statement of income and expenditure in detail for the information of the Central Government. Now that no answer has been received at Peking, a telegram has come asking the Governor to send a general statement at once and to follow it as soon as he can by a particular statement. This delay seems to point to things not being too straight, and on top of this comes the announcement that an inquiry is being held on the disappearance of funds during the tenure of some of the late people in authority and on "squeezing" which had gone on then unknown.

MOUNTED POLICE.

A mounted military force for police and other purposes is to be formed immediately.

A COLONEL'S NARROW ESCAPE.

While sleep-walking Colonel Cartwright, commanding the Lucknow Cavalry Brigade, fell down a well at 11 p.m., on the 4th ult. He clung to the side of the well for a couple of hours and then dropped some forty feet into the water. Fortunately, the well was narrow, and by pressing against the sides with his knees and back, he kept his head above water till 6 o'clock next morning, when he was discovered. Col. Cartwright is still in hospital at Lucknow and is progressing.

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, May 28th.

LESSONS OF THE "TITANIC" DISASTER.

The *Titanic* disaster continues to be one of the chief topics of the day, and the problem of securing greater safety at sea is engaging the serious attention of wide circles in all countries. The outcry on the part of the public for a more adequate supply of boats and other life-saving appliances on board passenger steamers meets with only a qualified support from nautical experts, who seem to agree that they will not be of much use in any but very exceptional circumstances, and that it is far more important that efforts should be directed towards rendering vessels more and more unsinkable, that the wireless telegraph system should be further perfected and more generally adopted at sea, and that an international intelligence service should be organized to keep ships informed by wireless messages of the state of the weather, ice drifts and other dangers on the different routes. Above all, the absolute necessity of constant vigilance and unremitting care on the part of all concerned in the navigation of the steamer is strongly emphasized, without which none of the other safeguards will be of any avail.

The German Government has appointed a Commission consisting of delegates from the Maritime States of the Empire, the State Seamen's Insurance Office, the Emigration Authorities, the German Nautical Association, the great Shipping Companies and other bodies connected with shipping, which held its first sitting on Monday, with a view to the careful examination of the whole question, prior to convening a Congress of the other Powers for the purpose of laying down international rules and regulations on the various points.

The Washington committee has terminated its labours and finds that the number of boats carried by the *Titanic* was in no proportion to the number of passengers and the crew, that there were too few sailors to man them, that full speed was kept up in spite of repeated warnings of the neighbourhood of great masses of ice, and that the watertight compartments, i.e., the bulkheads, failed to act.

The London court of enquiry, presided over by Lord Mersey, was adjourned last week, and will, it is hoped, yield valuable results by clearing up points that may still want explanation. In the meantime the Lord Mayor's appeal for assistance for the victims of the catastrophe has met with an eager response, the amount collected so far reaching over £250,000, to which will have to be added the various sums resulting from appeals in other towns, by newspapers, etc., so that what money can do to alleviate the suffering and distress will be done. Unfortunately, recent events furnish fresh pretexts for labour disturbances. The example set by the firemen and stokers of the *Olympic*, who left the ship just as she was on the point of weighing anchor, and of whom 53 were tried at Southampton, found guilty but let off with a warning, has been followed by other crews, who refuse to sign on, alleging an insufficiency of boats, etc., in the belief that that plea will gain them the sympathy of the public and help to secure their real object, an advance of wages. The Seamen's Union in Liverpool actually demand that before any of the men sign on, an officer of the Union shall carefully examine the boats and the general condition of the vessel; besides which they claim a rise in pay of 10-15 per cent.

LABOUR UNREST.

The strike of the dock porters and kindred workers here has been averted by fresh concessions on the part of the employers; an agreement has been concluded for a term of three years, according to which the wages are to be raised annually, beginning on April 1st of the present year, until the increase reaches a certain percentage of the old rates, which in some instances amounts to 25 per cent. Scarcely had this been settled when 6,000 men turned out at the Vulcan shipbuilding yards here on account of the dismissal of an officer of one of their unions who had, contrary to the rules of the establishment, collected the members' contributions during working hours. It is believed by some to have been a trick on the part of the men to secure a holiday on the first of May without incurring the penalty of a ten days' suspension from work, which most of the industrial works in the neighbourhood had notified to their hands would be imposed on such as kept away on May Day in order to join the annual labour procession. It may be mentioned, by the way, that the weather on that day was ideal, which, together with the strike at the Vulcan yards, may account for the large numbers that took part in the

demonstration. The strikers have not returned to the works yet, whilst 300 men have laid down their tools for a similar reason at another yard.

COAL PRICES.

Prices of coal have declined since the strike in Great Britain came to an end, but are still considerably above the ordinary level. It is only now that, by analyzing the returns of the coal trade for the month of March, a correct estimate can be formed of the enormous injury done to it by the action of the miners. The shipments of coal in the month of March this year were:—

	Tons.	Tons.
To Germany...	143,000	against 746,000
To Sweden...	70,000	" 230,000
To Belgium...	42,000	" 102,000
To France...	250,000	" 937,000

The total exports to all countries amounted to 1,000,000 tons against 5,600,000 tons last year for the same month. The difference is all the more significant, as the shipments in February were 800,000 tons in excess of those last year, being 5,600,000 tons, as compared with 5,000,000 tons, from which it may be concluded that, but for the strike, there might have been a like increase to report in March. April is not likely to make up for it, as it took some time to get the pits into working order again, and the men returned but slowly to their duties; besides, the extensive gaps in the stocks at home will have left comparatively little available for shipment abroad. Germany and the United States are reaping the benefit of the struggle, and it is to be feared, as stated in a previous letter, that England will find it difficult to oust such formidable competitors out of markets of which she formerly had the monopoly, now they have once gained a foothold there.

CHINA'S JUDICATURE.

THE METHOD OF REFORM.

It is learnt that within the course of the next few months definite action may be taken in regard to the reform of China's Judicature. Dr. Wang Chung-hui, the brilliant lawyer who now occupies the position of Minister of Justice, has the matter well in hand, and from information which has reached Shanghai it is understood that his intention is to obtain the assistance of other Chinese with foreign legal training in the stupendous work he has before him. A start will be made with the reform of the courts at Peking, and from the capital the process of reorganization will be extended over the country.

In the system of reform which is to be followed a wide departure from the practice adopted up to the present is in prospect. It may be remembered that within the past few years Dr. Wu Ting-fang has prepared two codes of Chinese law. One of these, the criminal code, was adopted under the Manchus, but the other, civil and commercial code, never went beyond the stage of consideration. Much to Dr. Wu's chagrin it was submitted to the Viceroy and other officials of the old régime, and as they started to amend and drag it to pieces it was ultimately lost sight of. It may, therefore, be said that up to the present it has been the effort to bring the Judicature and laws of the country into line with modern European practice by codifying them. It is believed that this line of procedure will not be continued. Instead Dr. Wang is credited with the intention of setting to work with the laws at present in force, but instead of immediately bringing about their amendment, to try what can be done with the best qualified men on the bench of the Courts. With the returned students, many of whom can boast a legal qualification, it will be possible to put his scheme into operation.

The laws will stand as at present, but such men as mentioned will be elevated to seats on the bench, and their endeavour will be to administer justice under the existing laws, tempered, however, with their trained knowledge of the subjects before them. Then gradually, as experience dictates, the laws will be revised and brought into line with those of western countries as the circumstances of the Republic and varying conditions of the people suggest to be advisable. This is a complete departure from the custom of reform which has ruled hitherto, but doubtless it has been dictated by the most careful thought. The first appointments are expected within a few weeks.

A SCHOOL OF LAW.

In connection with the reform of the law of the country it is of interest to note that a school of law has been established in Shanghai. This is situated in a building near to the Mixed Court, and the institution goes under the name of the Republican School of Law. Dr. Wu Ting-fang is understood to hold an honorary rank in connection with it, while Chinese who have been called to the bar abroad have been nominated as directors.

The objects of the institution are not so much, it is stated, the training of solicitors or advocates, as the teaching of law to the people. The promoters seek to give the populace a general knowledge of the law, but while this is the present object it is said that it may prove the foundation of a college where lawyers can be trained at some future period and whence they can be called to the bar. This will depend entirely upon the progress which it is able to make.—N.C. Daily News.

MALAYSIA RUBBER COMPANY (LIMITED).

SUCCESSFUL YEAR'S WORK.

The sixth ordinary general meeting of this Company was held on May 7th at the London Chamber of Commerce, Oxford-court, E.C. Mr. George Cordery presided.

The Secretary (Mr. George A. MacDonald) read the notice convening the meeting.

The Chairman said this was the first year in which the Company were in the position to pay a dividend, and the directors had given considerable attention to the form in which the accounts were presented to the shareholders, with the view to their taking a permanent shape, in order that comparisons might be made from year to year. They had been very fortunate in regard to their further issue of capital during the past year, and the amount they had received as premium had been applied in writing off depreciation on buildings and machinery and various charges incurred since the formation of the Company. The cost of the production of rubber worked out at 2s. 9d. per pound, which compared very favourably with those of neighbouring estates in a similar stage of bearing, but that cost would be considerably reduced as the estate got more into bearing and their employees more efficient. The price which had been realized for their rubber was very satisfactory, and compared favourably with what they had anticipated in the early part of last year, and he hoped that this price would be maintained for the present year and for the forward sales for 1913. The debentures had been paid off out of the money derived from the last issue of capital, and he thought it right to take the opportunity of publicly thanking those shareholders who had financed the Company on such favourable terms. He thought the board might take credit for the careful way in which their financial operations had been carried on. They had now on their estate a most up-to-date factory, but it was probable that they might have to duplicate their machinery at an early date, and in that connection they were fortunate in having a qualified engineer as assistant manager, who was thoroughly competent to deal with the installation of any machinery they might require. It was anticipated that the estimated crop of 80,000lb. for the current year would be realized, and if the present price of rubber was maintained they should have a prosperous year. He concluded by moving the adoption of the report and accounts.

Mr. P. J. Burgess seconded the motion, which was carried unanimously.

OTHER RUBBER COMPANIES.

The report of the Riverside (Selangor) Rubber Company for 1911 states that the estimated crop of rubber for 1911 was 11,000lb. dry rubber, and the actual crop collected and sold, after allowing for sales to the Government, was 10,810lb. The amount at the credit of profit and loss account (including £1,127 brought forward) is £2,635 3s. 3d. The directors recommend a dividend at the rate of 12 per cent. less tax, for the year, absorbing £2,491.

The report of the Scottish Malay Rubber Company for 1911 states that the acreage of the estate is now 2,450 acres. The growth of the rubber trees now being tapped exceeds 87,000. This number is expected to be largely added to during the current year. The estimated crop for the year 1911 was 60,000lb. to 100,000lb. dry rubber. The actual crop collected and sold (after allowing for adjustments through loss of weight) was 101,752lb. The gross average price realized for this crop was 4s. 10.70d. per lb. The sum at the credit of profit and loss account (including £2,830 brought forward) is £17,802. The interim dividend of 10 per cent. less tax, absorbed £4,150, and the directors recommend a final dividend for the year of 20 per cent. less tax, absorbing £2,300, leaving £2,351 to be carried forward, subject to income-tax and directors' fees.

Sekong Rubber Company.—A circular has been issued to shareholders, containing extracts from a report made by Mr. Edward Valpy, of Singapore, who visited the estate last February. Mr. Valpy attributes the shrinkage in the output to the insufficient force of tapping coolies and to weather conditions, and recommends increased recruiting of Javanese and additional supervision of tapping operations.

GERMAN DEFENCES IN THE FAR EAST.

GENERAL BERNHARDI ON BRITISH DESIGNS.

General Bernhardi, author of the recent much-discussed work "Modern War," in an article in the *Berlin Post*, of May 5th, warns his countrymen against leaving Tsingtau in its present defenceless condition in view of the manifest resolve of Great Britain to oppose any real expansion of German power with arms, and the probability that she can count on Japanese support in an onslaught on the German position in Shantung. General Bernhardi, on a tour of the world he was making, visited Tsingtau and heard a story already often quoted in the German Press, to the effect that at a critical moment in the Moroccan negotiations a British squadron appeared off Tsingtau. According to General Bernhardi, subsequent revelations removed all doubt that the squadron was merely waiting for a signal from London to attack a practically defenceless German settlement, the authorities of which were not even aware of the gravity of the situation. Since then, the General contends, there has been little change in Anglo-German relations, and the question has become more urgent in consequence of the revolution in China, in which Japan is believed to be deeply involved, and the possibility that the prevalent state of anarchy in the country may lead to a scramble among the Powers for spheres of interest. From personal observation General Bernhardi pronounces the present defences to be totally inadequate and the town and harbour to be untenable against a heavy gunfire.

CONSPIRACY IN SIAM.

HIS MAJESTY COMMUTES THE DEATH SENTENCES.

The *Bangkok Times* of May 6th says:—The special court-martial ordered by the King for the trial of the persons implicated in the recent conspiracy against the State has finished its labours and presented a report of its findings to His Majesty. In the first instance it appeared to the court as if the conspirators had banded themselves together with the single object of bringing about a change in the system of government of the country; but closer investigation revealed beyond doubt a plot to commit violence against the person of His Majesty the King. Among the conspirators there were some who were not altogether bent upon such an extreme measure; but their action in generally aiding and abetting by concealing the plot and refraining from giving information to the authorities rendered them in the eyes of the law, equally culpable and punishable under section 87, subsection 2, of the Civil Penal Code, which prescribes death for such offences. In the view of the court, while all the accused were liable to the extreme penalty of the law, there were considerable differences in the degrees of guilt among them, and this was to be considered, as well as the fact that certain of them had materially assisted the course of justice by their confessions. The court was of opinion that there were sufficient reasons to confine the death penalty only to the few the nature of whose offence admitted no other course, and to let the rest have the benefit of extenuating circumstances as provided by section 59 of the Civil Penal Code, and have their sentences reduced by one-third or one-half, as the case may be, under section 57 of the same code. Accordingly the court decided to suggest five degrees of punishment to be applied to the prisoners in the present instance as follows: I. Death penalty, 3 persons; II. Death penalty, reduced by one-third to imprisonment for life, 30 persons; III. Death penalty, reduced by one-third, to 20 years imprisonment, 32 persons; IV. Death penalty, reduced by one-half, to 15 years imprisonment, 8 persons; V. Death penalty reduced by one-half, to 12 years imprisonment, 30 persons.

This report having been considered by the King, His Majesty was pleased to give his final decision in the following terms:—

"Having fully examined the judgment dated May 4th, 1911, of the court-martial which tried the 91 persons concerned in the attempt to create a mutiny, I find that the court in passing the sentences on the accused has acted in conformity with the law in every way. The most important point in their offence is the intention to do violence to my person. But I do not entertain any feelings of revenge against these persons, and consider that clemency, which is within my power to grant as the Sovereign, might be shown with regard to their punishment.

Therefore, the three persons sentenced by the judgment to receive punishment under category I, which is death, shall have their sentence commuted to that of category II, which is imprisonment for life. The persons sentenced under category II, which is imprisonment for life, shall have their sentence commuted to that under category III, namely: imprisonment for 20 years, 30 persons; count from the date of the judgment. With regard to the remaining 68 persons, of whom 32 are sentenced, under category III, to 20 years imprisonment, 8, under category IV, to 15 years imprisonment, and 30 under category V, to 12 years imprisonment, the execution of the sentences in these cases shall be suspended according to the provisions of section 41 and 42 of the Civil Penal Code, which deals with the conditional suspension of punishments. These accused shall also not be deprived as yet of their rank. But with regard to the 3 persons whose sentence has been commuted to that of the 2nd category and the 30 persons whose sentence has been commuted to that of category 3, altogether 33 persons, as already mentioned in the foregoing these persons shall all be deprived of their rank and position in accordance with the custom observed in connection with such sentences."

MALARIA IN NORTH SIAM.

HEAVY TOLL OF LIFE.

For more than a year past, the *Bangkok Times* says, the Chingmai Valley has been in the throes of an epidemic of malignant malaria. Large numbers have died. Sudden deaths due to an accumulation of the malarial parasites in the brain capillaries have been very common.

The special appeal which has been made to the Presbyterian Board of Foreign Missions to cope with the epidemic is being widely responded to, and the money collected for the purpose of combating the malarial parasite has been allotted to Chingmai and Nakawa.

A sum of \$3,150 has been cabled by the Board for fighting the epidemic, which has continued through two cool and one rainy season.

Thousands have died during the past eighteen months.

FOREIGN INSURANCE COMPANIES IN JAPAN.

The *Japan Herald* mentions a report that the Department of Agriculture and Commerce, having decided that it is necessary to revise the regulations controlling foreign insurance companies in conformity with the revision of the Insurance Law, is now carrying out investigations of the Imperial Ordinance and other regulations concerning foreign concerns. Up to the present all foreign insurance companies have furnished a security of 100,000 yen to the Government, but owing to the remarkable development of the business in Japan of late it is reported to have been informally decided to increase the amount of the security to 300,000 yen, with a view to protecting the insured as well as preventing the reckless establishment of new concerns. The revision is expected at the same time as the regulations relating to the enforcement of the revised Insurance Law.

R. G. KNOWLES.

THE CELEBRATED COMEDIAN.

Mr. R. G. Knowles returns from Matila on his way to Shanghai, and will give one performance in the Theatre Royal on Saturday, June 8th. He is a comedian of the first rank, and a brief description of his career may not be uninteresting to our readers.

Mr. Knowles, it should be stated at once, is an American humorist, but London has made him her own. In June, 1911, he celebrated his 30th anniversary at the Coliseum, from which it may be gathered that he is not exactly an unknown man. In London he was at first known as the "very peculiar American comedian," whose early encounters with the Trocadero audiences can only be described as a battle royal.

The official description of the newcomer was not a masterpiece of tact. The traffic between America and England, now vital to our stage as it is to that of New York, had not definitely begun. American humor was not understood, and might not yet be understood but for Knowles' dogged determination to plant the flag, and keep it flying. He has the rare faculty of overlooking his audience, of snatching a hostage from its ranks, of arguing the point with him humorously and effectively, then inspiring him to instruct his fellows and inspire them to friendship. A hundred times I saw him do this at the Trocadero. Shoulders of laughter would follow these encounters of wit and quiddity. The splendid, sporting English public went out in sympathy toward the plucky artist, and absorbed his personality as yet it quite appreciated his genius.

Next, it began to be interested in such personal detail as that of the immutable "make up"—the opera hat made so quaintly disreputable by the simple expedient of breaking the front spring; the coat that had been the wedding garment of Mr. Knowles' maternal grandfather, a stern Covenantor; the white ducks, seen on the legs of a queer old "hoosier," riding into town on a horse that barely raised him from the ground, and "swapped" after long negotiation, for nothing less than a complete new suit. I suppose there never was an equipment so characteristic, so well-known throughout the world as that of Dick Knowles, unchanged through all these years. The sequel to his once assured success at the Trocadero was remarkable. Nightly for sixty-eight weeks he sang and danced—as none else ever danced—and let off his verbal fireworks there. Coincidentally, for forty-seven weeks, he appeared at the Empire.

It used to be a fashion to speak of this Trocadero triumph as Knowles' first important achievement in professional life. But this is ridiculous. He has the ancestry almost conventional to a comedian—a Scottish and an Irish, but particularly a Scotchman. England can claim this much stock in him that he was born at Hamilton, Ontario, Canada, rather more than fifty years ago, discarded a dry goods store for the stage, and, after various vicissitudes, was a member of the *Edinburgh Empire*, with an inheritance of a popular favourite in a farce comedy entitled "A Pair of Jacks," when a holiday impulse brought him to England in 1891 and there he stayed.

His twenty years on the music hall stage cover a remarkable and an important chapter of its history—the Trocadero type of the old-style hall could hardly be improved on for its initial letter; nor the Coliseum, standing for all that is brightest and best in the variety world to-day, for its tail piece. Twenty years ago London had not heard the name of Oswald Stoll, a country youth cogitating the improvement of Levin's Hall, at Cardiff, into an Empire. It knew very little of Ed and Moss, just by way of associating a few provincial halls with the prosperous Edinburgh Empire. The Palace was citable as a reproach to a public that had been called upon to prove its honest love of music, and signally failed. Trusts, syndicates and combinations were still unknown. The reconstruction of the London Pavilion from a glorified pot-house to what was, in fact, the first music hall "debut," apart from the Empire and the Alhambra, had induced a bubble of speculation which quickly burst, and the investing public was distrustful of that variety stage into which it has since poured millions. Mr. Knowles set foot in London at a most critical juncture in the development of the music hall as a vast industry, saw it sturdily shake itself together, and marched boldly forward with it. In the early success of the Tivoli and the Oxford he played his part. And then a travel hunger came upon him—a desire to prove his new importance to America, and to see the remoter English Colonies. It is probable that no music hall artist has travelled so far and wide, has heard the laughter of the world in such varying notation. For R. G. Knowles is still a music hall artist—jealous of the dignity of that calling, critical of its social amenities, bringing to it the financial acumen that might have made him as distinguished in commerce as he is in art. But he has shown a disposition to be a delightful deserter from the long list of theatrical literary and musical celebrities who have undertaken the responsibility of providing a complete entertainment.

Mr. Knowles has a perfect genius for descending upon a country, a city, for seeing somewhat of interest that none has seen before and vividly reproducing it. Then he will dash off at a tangent to a pun, a nonsense verse, a snatch of a song. With tireless industry he will scourge to Hongkong of England in the intervals of collecting local details for English delectation. And so the work of bringing the four corners of the earth into a kindly communion goes on.

A meeting of the Sanitary Board will be held to-day, when Mr. F. B. L. Rowley will move for the appointment of the Registrar-General as an additional member of the committee appointed by the Board recently to carry out the provisions of the laws for the prevention or mitigation of epidemic or contagious diseases in the Colony.

INTIMATIONS

ERUPTION COVERED HIS 3 CHILDREN

From Head to Foot. Heartrending to See Them Suffer Such Pain. Used Cuticura Soap and Ointment and Itching Stopped.

"My three children were covered with spots from head to foot and hands and arms. They first came out on the back like a lot of little blisters filled with water, and then broke into large sores till their back, arms and legs were nothing but sores. It was heart-rending to see the little things suffer with such pain and they would scratch themselves to pieces had they not been stopped."

"I tried several doctors' medicines and all kinds of ointments but nothing seemed to do them any good. They simply got worse until a friend of mine told me to get some Cuticura Soap and give them a good hot bath and then apply some Cuticura Ointment. I did and after I had dressed them a time or two and used two tablets of Cuticura Soap and two boxes of Cuticura Ointment, the places began to dry up and the itching seemed to have stopped, as the children could go to sleep as soon as they were bathed and the Ointment applied."

"They had suffered about two months until I started with Cuticura Remedies. I used six tablets of Soap and about the same of Ointment and they soon began to look bright and healthy again, and now when I begin to grow, I am pleased to say they are keeping so, but I am still keeping Cuticura Soap and Ointment by me. It is a good thing for scalds and burns." (Signed) William Dunn, 144 Brompton Road, Burton-on-Trent, England, Mar. 12, 1911.

A liberal sample of Cuticura Soap and Ointment with 25¢ book free from nearest depot: S. Newbery & Sons, 27, Chancery Lane, London; E. Towns & Co., Sydney; N. S. W.; J. Benson Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Foster Drug & Chem. Corp., sole props., Boston, U. S. A.

37-1

Chs. J. Gaupp & Co.

ALEXANDRA BUILDINGS,

CHATER ROAD.

WATCHMAKERS,

OPTICIANS,

FINEST QUALITY DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES.

CLOCKS

of all descriptions.

WE ELIMINATE GUESSWORK

BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES

In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will advise you. Lenses ground and polished on the premises.

LARK & Co.
SCIENTIFIC OPTICIANS
FORK BLOCS, CHATER RD
HONGKONG

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and not to the Editor. Advertisements which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Malacca and Mauritius.)

THE Steamship

"ARRATON APCAR," Captain F. M. Stewart, will be despatched for the above Ports on MONDAY, the 10th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 4th June, 1912. [791]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAY and THURSDAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent. Hongkong, 3rd June, 1912. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—Far Eastern News Leading Articles.

Reform for China, Hongkong Cattle Trade, Tariff Reform and Labour Unrest.

Tibet, Likin on the Railway, The Outlook in China, The Monroe Doctrine.

The Magistracy, A University for Bangkok, Local Sport.

Hongkong Tennis League Table, The "Soshu Maru" Robbery, The Motor Car in Hongkong.

Alleged Opium Deficiency, Chewing Gum for Chinese, Correspondence:—

Macao Affairs, The B.O.C. Sports, Government House.

China Inland Mission, Compensation for Java Chinese, Telegrams.

Yuan Shih Kai Interviewed, Peking-Paris Race.

The Belgian Loan to China, Empire Day in the Colony.

Wireless in the Dutch East Indies, Hongkong Gymkhana Club.

Shanghai Trade, The Trade of Peking, Consuls in the Far East.

Foreign Squadron in Japanese Waters, Death of a Notable Chinese, The Secretaries to the Peking Cabinet.

Shipping News, The Opium Agreement, Christian Literature Society for China.

Alice Memorial Hospital, Alleged Theft of Child, The New Commodore at Hongkong.

Rubber Companies, Macao Notes, Shanghai Electric Construction Company.

The Revised Laws of Hongkong, The Loan Conditions, Sequel to the Raymond Case.

Canton News, The Plague Epidemic, Company Report:—

A. S. Watson & Co., Ltd., China's Financial Deadlock, The Canton "Martyrs."

A Harbour Mystery, Company Meetings:—

Star Ferry Co., Ltd., The China-Borneo Co., Ltd., Watkins, Limited.

A. S. Watson & Co., Ltd., Hongkong Merchants and Likin, Supreme Court.

King's Birthday, Commercial, Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

81 Cash for three copies, Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 4th June, 1912.

ENTERTAINMENTS

THEATRE ROYAL.

FOR ONE NIGHT ONLY.

SATURDAY, JUNE 8TH.

MAURICE E. BANDMANN

Presents.

THE WORLD-FAMOUS COMEDIAN,

R. G. KNOWLES

AND CONSTELLATION OF STARS FROM THE LONDON HALLS.

IN AN ENTERTAINMENT

RICH IN LAUGHTER,

BRIGHT WITH MELODY AND MIRTH.

Sparkling wit scintillating with humour, music and topicality. Startling acrobatic feats form a varied programme of the most up-to-date and advanced vaudeville.

TIME AND PRICES AS USUAL.

Plan Now Open at MOUTRIE & Co., Light Refreshments supplied by Weissmann, Ltd. Hongkong, 3rd June, 1912. [790]

SCENIC RAILWAY

At the OLD LAND OFFICE in Queen's Road (opposite the foot of D'Almeida Street).

NEW PICTURES EVERY SATURDAY.

The New HYDRAULIC SCREEN renders the scenes so perfectly that passengers may go ROUND THE GLOBE with all the thrill and excitement of a railway and steamer journey in the record time of HALF AN HOUR.

TIME TABLE.

EVERY DAY: TRAINS at 2 P.M. and every half hour till 10.30 P.M., except 5.00 and 5.31 P.M.

Fare 30 cents.

Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED. Hongkong, 15th May, 1912. [671]

VICTORIA THEATRE.

Two Performances: 7.15 P.M.—PICTURES ONLY—7.15 P.M. 9.15 P.M.—FULL PROGRAMME—9.15 P.M.

TONIGHT! TO-NIGHT!

The Greatest Dramatic Picture ever presented ANOTHER SCENIC FOR ANOTHER WEEK-END, "LADY OF THE CAMELIAS."

In which the Leading Part is played by the Great and Popular Artist, SARAH BERNHARDT.

FOR A FEW NIGHTS ONLY. Come Early.

SAM GALE AND SADIE, In New Songs and Dances.

THE BRENNANS, Entire Change.

Hongkong, 31st May, 1912. [58]

AUCTION

PUBLIC AUCTION.

THE Underigned has received instructions from B. A. HALE, Esq., to sell by Public Auction,

TO-DAY (TUESDAY), the 4th June, 1912, commencing at 2.45 P.M., at "Welburn," No. 81, The Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

TRAP EXTENSION DINING TABLE, SIDEBOARD, DINNER WAGON and DINING CHAIRS, UPHOLSTERED EASY CHAIRS, GLASS and CROCKERY WARE, BRASS VASES, ORNAMENTS and PICTURES, &c.

Double and Single WARDROBES with Mirrors, MARBLE-TOPped ASHSTANDS, TOILET TABLES, OVERMANTLES, TEA and OCCASIONAL TABLES, BOOKCASES, CARPETS, RUGS, CUPBOARDS, &c., &c.

BATH ROOM and PANTRY requisites. A few pieces of CANTON BLACKWOOD WARE, and

1 COTTAGE PIANO, by the Robinson Piano Co.

On View from Sunday, the 2nd June, 1912. Catalogue will be sent.

Terms:—Cash on delivery.

Apply to GEO. P. LAMMERT, Auctioneer.

Hongkong, 25th May, 1912. [751]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply to MANAGER, "Hongkong Daily Press" Office

Hongkong, 13th March, 1912.

INTIMATIONS

LANE, CRAWFORD & CO.

TELEPHONE 97.

JUST RECEIVED

NEW STOCK OF CANDLE and ELECTRIC LIGHT SHADES

IN THE LATEST ART DESIGNS and COLOURS

FOR PIANO and TABLE DECORATION.

FANCY CUSHIONS AND CUSHION CASES

IN LINEN, CRASH, MUSLIN, etc.

WASHABLE MATERIALS.

INSPECTION INVITED.

LANE, CRAWFORD & CO. [51]

INTIMATIONS

G. R.

COLONIAL SECRETARY'S DEPARTMENT.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony Treasury for Twenty-one days commencing on TUESDAY, the 4th June, 1912

C. CLEMENTI, Colonial Secretary.

Hongkong, 31st May, 1912. [788]

WANTED AT ONCE.

EXPERIENCED SHIPPING CLERK.

Apply to A. B. E., Care of "Daily Press" Office, Hongkong, 17th May, 1912. [720]

NOTICE.

NOTICE IS HEREBY GIVEN that I have This Day authorized Mr. WALLACE JOHN HANSEN to Sign the name of my Firm for Procurement.

ARTHUR NILSSON & Co. Hongkong, 31st May, 1912. [782]

NOTICE OF REMOVAL.

WE HAVE This Day REMOVED our Office to Second Floor, No. 2, PEDDER STREET, formerly occupied by the American Consulate General.

JORGE & Co. Hongkong, 3rd June, 1912. [787]

Re THE ESTATE of Miss E. M. W. KENNEDY, Deceased.

ANYONE having Claims against the Estate of the above is requested to send particulars of the same to the Underigned on or before June 30, 1912.

D. KENNEDY, Horse Repository, Caneway Bay. [789]

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE with respect to 10 Shares numbered 5451/5460 in the above-named Office standing in the name of Mr. RUTUNJEE SOBARJEE of Bombay, has been LOST, and should the same not be produced before the 12th June a New SCRIP CERTIFICATE will be issued to the said Mr. RUTUNJEE SOBARJEE, and no transaction taking place under the old Scrip Certificate will be recognised by the Office.

JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 28th May, 1912. [766]

NOTICE.

MAN HING CHEUNG & Co., MANUFACTURERS and EXPORTERS OF HIGH-CLASS RATTAN and SAGRASS FURNITURE, BAMBOO BLINDS, MATTING, &c., &c.

BEG to inform their Customers and the General Public that they have now REMOVED to No. 16, QUEEN'S ROAD CENTRAL, where they have a large Stock of Chairs, &c., &c., &c.

Prices Reasonable. Inspection Cordially Invited. Orders Promptly executed.

Hongkong, 17th May, 1912. [721]

BANKS

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund Yen 2,620,000

BRANCHES AND AGENCIES: Amoy, Swatow, Tientsin, Anking, Kobe, Hankow, Canton, Nagasaki, Yokohama, Foochow, Osaka, Shanghai, Keelung.

HONGKONG OFFICE: 3, DES VOUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager.

Hongkong, 24th January, 1911. [12]

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines Islands and the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 35, Bishopsgate, E.C. BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$6,800,000

about \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 23rd March, 1912. [225]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK. (NEDERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 12,401,050 (£1,033,421)

Reserve Fund Fl. 3,552,157.01 (£271,913)

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS THE WILLIAMS DRAGONS BANK, SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voux Road Central, Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 40,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at: Antung-Hsien, Liao-Yang, Ryojina, Calcutta, London, San Francisco, Bombay, Lyons, Shanghai, Changshu, Nagasaki, Tientsin, Dairen (Dalny), Fungtien (Mukden), Newchwang, Hankow, New York, Tokyo, Honolulu, Osaka, Kobe, Peking.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager, Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS:—STERLING \$1,500,000 at 2/—\$15,000,000

SILVER \$1,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: E. SHELLEY, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq., G. F. Sutherland, Esq., W. L. Pattenden, Esq., G. S. Gabbay, Esq., H. A. Sles, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGERS: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 1/2 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,650,000

RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager. Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000

SUBSCRIBED ... £1,250,000

PAID UP ... £620,000

RESERVE FUND ... £355,000

HEAD OFFICE: 40, Threadneedle Street, London, E.C.

BRANCHES: Bombay, Calcutta, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: LONDON JOINT STOCK BANK, LTD.

GETTING THE NEWS!

AN ACCOUNT OF THE GREATEST "STORY" IN HISTORY.

["EXPRESS" CORRESPONDENT.]

New York, April 23rd.

You may be interested in a summary of the manner in which the greatest news event of our time was covered. Never in the history of American journalism has there been an occasion that necessitated the intense, concentrated strain and rapid working crowded into the few dark hours of Thursday night and Friday morning, after the *Carpathia* landed her tragic human cargo in New York. It was a dynamic drive of five hours, through which we were buoyed by the excitement, but we felt the reaction later, and only now are we returning to normal.

To begin chronologically. None of us knew until toward the end whether we would be permitted to meet the *Carpathia* some distance away from New York, and, by boarding her, secure the revelations of the passengers leisurely and with greater primary detail, or whether all the work would have to be done with unprecedented haste at the pier, after the vessel docked. The Federal Government was willing to send a revenue cutter from Boston and another from New York, with reporters aboard, to intercept the *Carpathia*, but this offer was made contingent on consent being granted by the White Star and Cunard Lines. Both companies refused permission, and the plan had to be abandoned.

CUTTING THE RED TAPE.

Then we turned our attention to cutting the red tape that blocked the passage to the pier. The steamship companies muttered about cravings of abnormal curiosity—as if we were trying to arrange a pleasurable jaunt—and the J. Pierpont Morgan Company, which organized the Shipping Trust, put itself on record, to the great good fortune of the Port of New York, who has control of all pier passes, urging that newspaper representatives be barred from the wharf. The collector immediately made the letter public, and all objection to the presence of reporters on the pier instantly vanished—a tribute to the uses of publicity in a democracy.

A third difficulty arose, concerning the distribution of tickets. Three hundred applications for Press passes were received, and, of course, all could not be granted. It was decided to allow only the three Press associations to be represented at the wharf when the survivors disembarked. Ten tickets were given to each association, and all other applications were refused. There was an immediate reading of the Riot Act by the New York newspapers. So there was a reconsideration, and the tickets to the Press agencies were recalled. In their stead, each agency received six passes, each New York morning paper four, and each New York evening paper two. After further agitation, two or three representatives of London papers were included in the distribution, but no other paper received any of the precious yellow cards. Perhaps one hundred Press tickets were issued in all.

Belief was general that the *Carpathia* would not arrive at her pier until after midnight, if, indeed, she were not held back by fog until daylight. She might slip through the mist an hour or two before midnight, but whatever the time, it would be so late that the utmost haste would be necessary in transmitting details of the *Titanic's* awful fate from the pier—for the quantity of news demanded was measured by pages and not columns.

HOLDING THE WIRES.

The newspapers and Press associations engaged for the night practically every room in an hotel opposite the Cunard pier, in West-street. From this hotel, two, three, and four private telephones were run to the newspaper and Press associations' offices, all the wires being strung for that one night only. There are several public telephones on the pier, and a few early arrivals among the reporters rang up their offices from the wharf, and kept talking about the weather until the *Carpathia* arrived. Then the first brief words from the first passengers ashore were rushed to the waiting reporters in the pier telephone booth by their associates, the three or four or four minutes necessary to cross West-street. First editions were being held like crouching sprinters for the starting shot, and a minute saved then was the equal of an hour in normal times.

But the public telephone could not be held captive long, for men were too badly needed to interview the survivors. Press tickets had been distributed too sparingly for reporters to act as telephone controls when the rush really began, and after a hundred or so initial words were sent through the public telephones they were deserted.

Thereafter, as each reporter got an interview, he raced across West-street to the hotel, speeded into the private room his paper or Press association had rented, and dictated his story over his private wire to an expert typist with receiver adjusted to his ears. Then the reporter made a breathless journey back to the pier for more interviews. The best reporters only were assigned to the interviewing work, and probably never before have so many highly-paid journalists been pitted against one another in so concentrated an area.

But the best of the best, the highest magnitude stars on the principal morning papers, did no actual work at all at the pier. They were there, but they spent perhaps half an hour listening to the interviewers at work—and absorbing the atmosphere. Then they motored back full speed to their offices. Thereafter they were the "lead" writers. Not leader, the American "lead" is the

LIGHTNING INTERVIEWS.

On the pier it was simply a question of lightning action, seizing any passenger who happened to be nearest, and squeezing him dry in the shortest possible time. You had to take whoever came to hand. Selection was impossible. Hysterical women, pale-faced men, women carrying cooing, wide-eyed babies, one man bearing a little brown dog saved from the wreck, solicitous relatives, all were jumped together in a great mass about the gang-plank, and in small, isolated, weeping groups up and down the length of the pier.

The fleeting seconds could not be wasted trying to induce reluctant passengers to relate their experiences. Each lost second meant two words lost, and each word that night was beyond all wealth. If a survivor would not respond instantly to leading questions, there was a rush for someone else, for the whole world was crying for copy, copy, copy.

Never before was there such urgent necessity for immediate copy. Only once did I see any time thrown away squeezing a stone. The first people off the boat were Dr. Frauenthal, a well-known New York physician, and his wife. He was one of the few passengers recognised—by his flowing red beard. His wife was ill, and she was taken immediately to a waiting motor-car, but the doctor remained behind a moment, and the reporters instantly surrounded him. He started to talk, when relatives rushed up and dragged him off, telling him he must not say a word.

The reporters followed, and he swayed back with them. He was perfectly willing to be interviewed, but his friends again surrounded him, and away he was dragged once more under guard. They got him a third time, and a fourth, but his relatives became greatly excited, shouting he was a physician and must keep out of the newspapers. He himself was too bewildered now to do anything more than grin in a nervous, hesitant manner. All the while a woman reporter kept shouting at him:—

"Doctor, your patients want to know about your rescue! Please remember your patients are very anxious about you!"

None of the others could get in a word while the woman continued her psychological experiment of trying to impress on the doctor that it was his duty to his patients to talk. The incident took not more than two or three minutes. Other passengers were pushing through the lane of people who lined the way from the gang-plank, and so the reporters could spare no more time with the doctor.

My presence on the pier was due to my belief that quicker action in the long run would be possible if I could see things for myself and then return to my office. So, I arranged with the day editor of the *Laffan Bureau*, Mr. Carroll, to assist me during the evening. I left him in charge of my cable hook at 3.30 on Thursday evening, and went to the pier. I counted on being able to get back to my office by the time the real work was starting, and luck was with me. I saw no other representative of an English paper on the pier.

UNNERVING SCENES.

Most of the first passengers off the *Carpathia* were hysterical and could not be interviewed. They were principally women, and their pitiful screams as they threw themselves into the arms of their relatives would have unnerved us under any ordinary circumstance. I was after British views, principally, and I dropped two or three Americans when the passengers began to flow into the covered pier, after a brief word with them. Then Fats flung me at a London resident, and when his narrative was secured, I had the good fortune to be able to squeeze through a group surrounding a woman survivor living in Calgary. I put queries to her, and she was so calm and business-like that the questions and answers flew like the discharge of gatlings.

About twenty minutes had now gone since the docking of the *Carpathia*. I did not want to remain away from my office any longer, and leaving the pier on the run, I looked around for a taxicab to take me across Fourteenth-street to the subway. I saw none disengaged, and so I boarded a Fourteenth-street electric tram. It was crowded, but luck came again. On the tram was an English woman steamer survivor. I interviewed her during the ten-minute ride across Fourteenth-street, though with much difficulty, for her father was with her, and they were too wrapped in each other, after her restoration from the sea, for her to pay much attention to me. However, I got some essential points from her—notably that though asleep for ward at the time of the collision, she had heard nothing whatever.

By half-past ten I was back at my cable hook with three exclusive interviews. The news was just starting to rush in over the telephones. A brief introduction I had written before leaving the office, subject to telephonic change from the pier, which turned out to be unnecessary, had been placed on the wire for you, as well as about a hundred additional words which Mr. Carroll had been able to glean.

IN THE WIRE ROOM.

Once in my office, I began writing my interviews, handling the matter, about thirty words at a time, to the capable operator, some ten feet away. I worked in the operating room, with fifteen to twenty telegraph instruments ticking loudly on all sides, but I heard not a single sound. Completing my three interviews, I gave my attention to the *Laffan Bureau's* report. Mr. Carroll had been busy going through the *Laffan* copy, marking the most important details, while I was cabling my own manuscript, and he had it all tabulated for me when I was ready to receive it. I was able to use some, but the matter was pouring out like half a dozen floods, and because of the rapidity with which I had to work, owing to the five hours' difference in time between New York and London, I was far ahead of the *Laffan* matter. Page three of

WM. POWELL, NEW VICTOR LTD.

TELEPHONE 346.

TABLE

GLASS WARE

THIN

CLEAR

CRYSTAL

STOCK SUITES CAN ALWAYS BE MATCHED.

MODERATE PRICES.

Wm. Powell, Ltd.

[636]

TO CORPORATIONS, COMPANIES AND WELL-ESTABLISHED PRIVATE ENTERPRISES REQUIRING CAPITAL.

THE INVESTMENT REGISTRY, LTD., 2, Waterloo Place, London, England (established 1880—invested funds, £30,000,000) is prepared to purchase for cash existing, or to be created, issues of Bonds or Debentures well secured on sound revenue-producing properties, both as to capital and income.

No speculative propositions entertained. Smallest transactions considered, £40,000; largest, £400,000. Only principals or their representatives corresponded with. Agents ignored. Booklet explaining how millions of pounds sterling have already been invested; advantages offered to borrowers and particulars required, will be sent only to principals or their representatives, on application in English, French, German or Spanish, to the—

Purchase Department, INVESTMENT REGISTRY, LTD., 2, Waterloo Place, London, S.W., England. [172]

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

"As Sound as a Bell"

is a phrase suggestive of all-round fitness. It denotes freedom from disease; robustness of constitution; muscular force; and mental energy and vigor. The "sound as a bell" condition is one most devoutly to be wished, and happily, it is not only possible but easy of attainment by most folk.

Thanks To

the strengthening and invigorating qualities of the World's famous medicine—BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

Beecham's Pills.

Sold everywhere in boxes, price 9d. (36 pills), 1/4 (56 pills) and 2/9 (168 pills).

RIN-AL-DO

DETACHABLE SPIRIT COOKER. Made of Aluminium with wind protection. First Class Seller.

Patented and Registered. Suitable for all sizes of pots. Very handy—weight about 50 grammes. General Agent for China wanted. Manufacturer's address: WALTER EICHELKRAUT, Berlin-Zehlendorf, 12, Germany.

It was 2.45 a.m. (7.45 London time) when I left my office, and an hour later I was in bed. At 8 a.m. I was working again, and the rush on Friday was so persistent that there was hardly time to breathe. About 4 p.m. the work began to slacken, and now it is possible to breathe once more and now it is possible to breathe once more

MARTIN'S APOLLO STEEL

NEW VICTOR RECORDS

\$1.20 EACH.

ROBINSON PIANO Co., Ltd.

THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

[94-3]

GARNER, QUELCH & Co.,

WINE MERCHANTS,

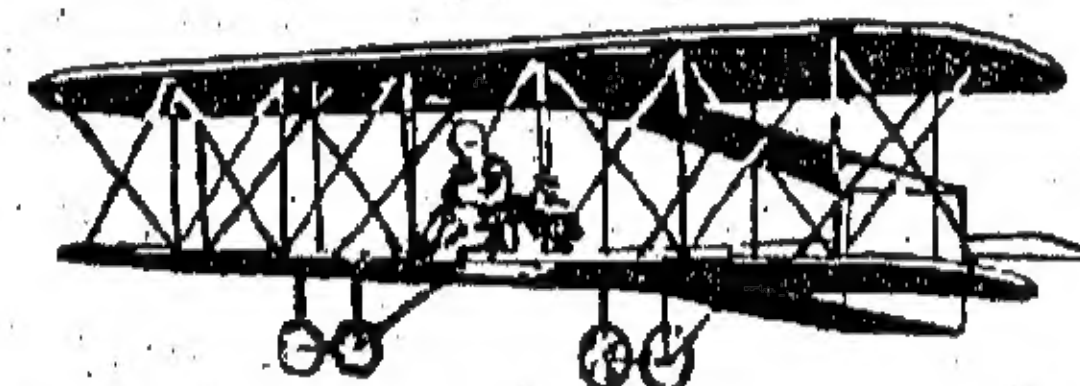
DES VŒUX ROAD CENTRAL,

TELEPHONE 636

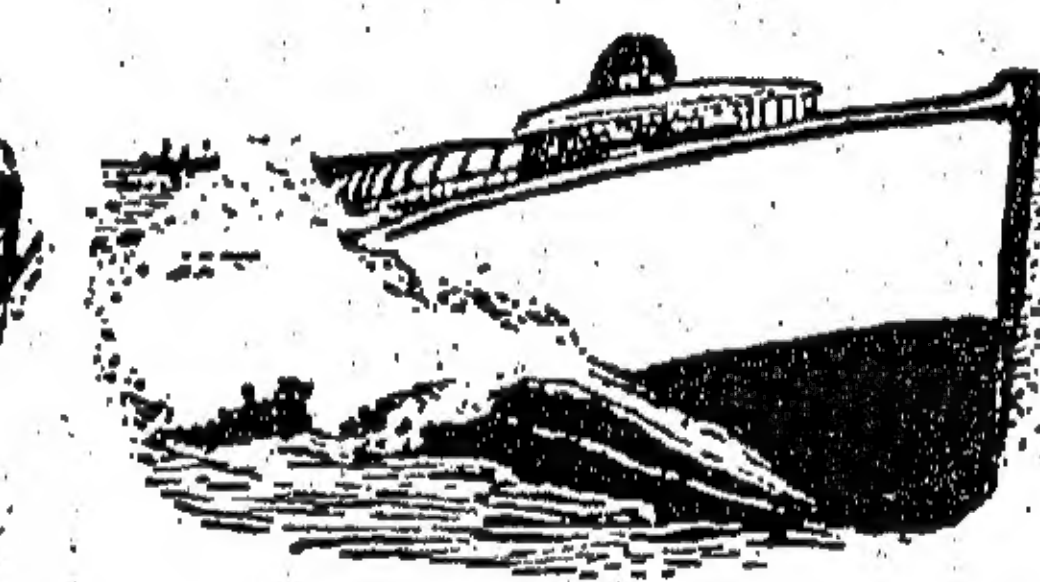
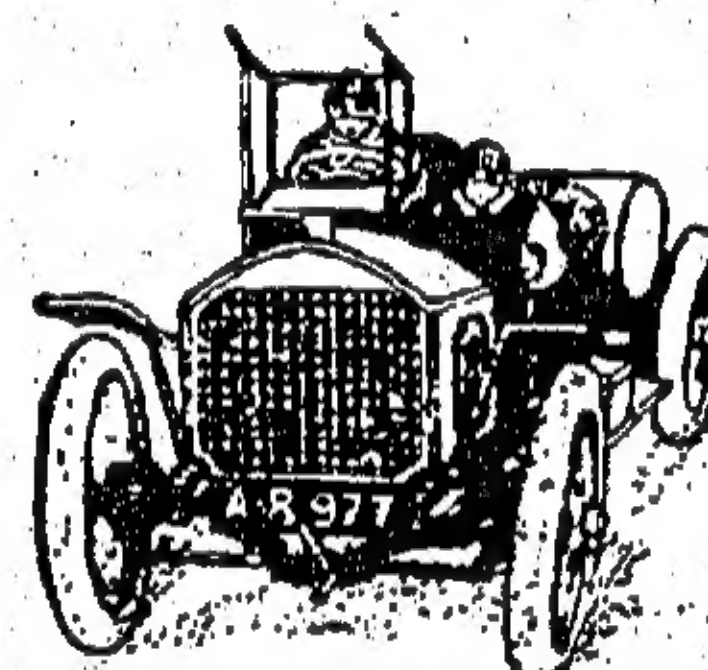
Supply the Highest Quality WINES, SPIRITS, CIGARS AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of World-wide reputation.

[128]



IN CIRCUMBIENT ETHER



ON ROAD OR OCEAN SWELL YOU CAN BET YOUR BOTTOM DOLLAR



EFFICIENCY WITH ECONOMY ITS PERFECT PURITY—THAT'S THE POINT

THE MOTOR SPIRIT

THE ASIATIC PETROLEUM CO. LTD.



NAPIER JOHNSTONES'

"SQUABE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

GRIMAULT'S SYRUP

OF

HYPOPHOSPHITE OF LIME

FOR

STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARRH

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Barham	Daylight, 6th June.	Freight and Passage.
LONDON VIA RUSSAL PORTS	DELTA Capt. E. P. Martin, R.N.R.	Noon, 8th June.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. R. A. Peters	About 17th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	POONA Capt. A. F. Vice, L.N.R.	About 15th June.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 4th June, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 4th June, 4 P.M.
HAIPHONG	"SINGAN"	On 6th June, 4 A.M.
SHANGHAI	"CHINHUA"	On 6th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 10th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LIPAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"

Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.

S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS

"ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-

tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,

leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through

Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the

transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 1st June, 1912. AGENTS

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid

Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"FAITAN"	Capt. J. S. Beach	TUESDAY, 4th June, at 11 A.M.
"FAIYANG"	Capt. J. W. Evans	FRIDAY, 7th June, at 11 A.M.
"HAICHING"	Capt. W. C. Farnsworth	TUESDAY, 11th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 5th June, at 11 A.M.
		SUNDAY, 9th June, at 10 A.M.

Passengers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the months of June and July—Return Tickets available for three months will be

issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to— DOUGLAS, LARRAIK & Co.,

Hongkong, 4th June, 1912. GENERAL MANAGERS

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA"

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British

Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Ports, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE and YOKOHAMA:		
S.S. SEGOVIA		6th June.
S.S. SILESIA		30th June.
S.S. FUEBST BUELOW		27th June.
S.S. GLODENFELS		14th July.
S.S. SUEVIA		29th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st June, 1912.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM		On 6th June.
EMPIRE		On 22nd June.
ST. ALEANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful

supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	E. Best	TUESDAY, 4th June, Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greeno	TUESDAY, 25th July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA

SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND

HONOLULU, on TUESDAY, the 4th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO

and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUTO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU,

MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUTO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS

TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the

CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest

and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points

in the U.S.A. and Canada, also to the principal ports in Mexico

Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANG- HAI, MOJI, KOBE, YOKKAICHI, AND YOKO- HAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland, and San Francisco:—

From Manila

G. \$130.00

From Hongkong, Shanghai and Keelung

G. \$110.00

From Nagasaki, Moji, Kobe and Yokohama

G. \$95.00

1st class passage from Hongkong to Victoria, Tacoma,

G. \$110.00

Seattle, Vancouver, Portland and San Francisco

G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for

Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low

Rates. Best adapted rooms for carrying Silk, "—" and Parcels. Special attention

given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW VIA SWATOW and AMOY	"KAJO MARU"	WEDNESDAY, 5th June, at Noon.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

7778.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Steamer	Tons	
DELTA	8000	MACEDONIA	10500	SUNDAY July 7
ARCADIA	7000	MOREA	11000	July 13
ASSAYE	7500	MARMORA	10500	July 27
DEVANHA	8000	MOLDAVIA	10500	Aug. 10
DELTA	8000	MALLOJA	12500	Aug. 24
EGYPT	8000	MONGOLIA	11000	Sept. 1
				Sept. 15
				Sept. 27
ARCADIA	7000	MEDINA	12500	SATURDAY Sept. 28
ASSAYE	7500	MALWA	11000	Oct. 4
DEVANHA	8000	MOOLTAN	10000	Oct. 18
INDIA	8000	MACEDONIA	10500	Oct. 25
				Nov. 1
				Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to

the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in

Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	7000	June 17
NORE	7000	June 26
SIMLA	6000	July 10
NUBIA	6000	September 4
SARDINIA	7000	September 18
		November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,
Acting Superintendent.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS

STEAMERS

TONS

SAILING DATES

MARSEILLES, LONDON and

ANTWERP VIA SINGA-
PORE, PENANG COLOMBO,
SUZ and PORT SAID

KITANO MARU { WEDNESDAY, 5th
Capt. F. E. Cape, 9,000 June, at Daylight.

IYO MARU { WEDNESDAY, 19th
Capt. R. Takei, 7,000 June, at Daylight.

VICTORIA, B.C. and

SEATTLE VIA KIELUNG,
SHANGHAI, MOJI, KOBE,
YOKKAICHI, SHIMIZU and
YOKOHAMA

KAMAKURA MARU { TUESDAY, 4th
Capt. K. Soyeda, 7,000 June, at 4 P.M.

TAMBA MARU { TUESDAY, 18th
Capt. S. Wada, 7,000 June, at 4 P.M.

SYDNEY and MELBOURNE,
via MANILA, THURSDAY
ISLAND, TOWNSVILLE
and BRISBANE

NIKKO MARU { FRIDAY, 7th
Capt. M. Yagi, 6,000 June, at Noon.

KUMANO MARU { FRIDAY, 5th
Capt. M. Winkler, 6,000 June, at Noon.

BOMBAY VIA SINGAPORE,
and COLOMBO

BOMBAY MARU { MONDAY, 10th
Capt. —, 5,000 June.

KOBE and YOKOHAMA

TANGO MARU { WEDNESDAY, 5th
Capt. K. Kawara, 8,000 June, 5 P.M.

NAGASAKI, KOBE and YOKOHAMA

KUMANO MARU { WEDNESDAY, 5th
Capt. M. Winkler, 6,000 June, at Noon.

SHANGHAI, MOJI and KOBE

WAKASA MARU { WEDNESDAY, 5th
Capt. N. Nielson, 7,000 June.

SHANGHAI and KOBE

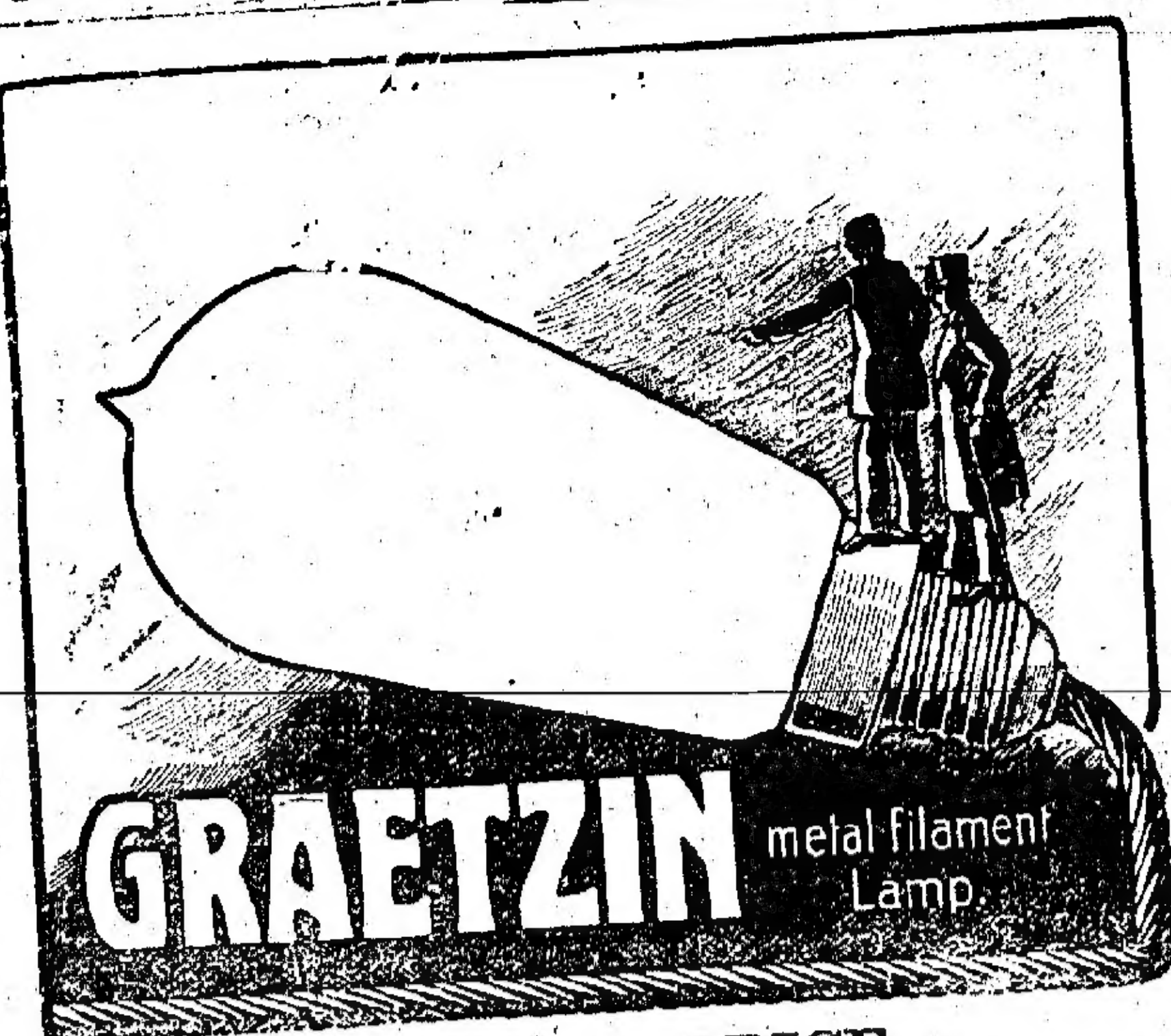
TOTOMI MARU { MONDAY, 17th
Capt. A. Mocker, 4,000 June.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.



GRAETZIN metal filament Lamp.

REDUCED PRICE:
75 cents

for 16, 25, 32 and 50 C.P.
REBATES TO RETAILERS.

OBTAINABLE FROM—
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 31st May, 1912. [48-19]



FELT-HATS

of the **BERLIN GUBENER'**
HUTFABRIK, GUBEN,

had an enormous success last year and orders for the
NEXT SEASON are booked NOW.

Apply to the General Agent for Hongkong and China:
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 31st May, 1912. [48-20]



OBTAINABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 31st May, 1912. [48-22]

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended:—Hupeh and Hunan.

The *Anhui*, with the Siberian Mail, is due to arrive here to-morrow.

The *Arctica*, with the English Mail, left Singapore on Saturday, the 1st inst.,
at 8 a.m., and may be expected here to-morrow, at about 11 a.m. This packet brings the
parcel mails closed in London for despatch by the all sea route on the 1st May, and
for despatch overland on the 8th May.

FOR	PER	DATE
Hailong and Pakhoi	Hanoi	Tuesday, 4th, 9.00 A.M.
Swatow, Amoy, Formosa and Foochow	Hankow	Tuesday, 4th, 10.00 A.M.
Weihaiwei and Tientsin	Changhai	Tuesday, 4th, 10.00 A.M.

KEELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO	Tenyo Maru	Registration... 10.15 A.M. (Registration with late fee of 10 cents, up to 10.30 A.M.) Registration... Kowloon B.O. at... 9.30 A.M. No late fee Letters... 11.00 A.M.
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SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, BOYR and EUROPE via MARSEILLES Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail... Late Letters 11.00 to NOON Extra Postage 10 cents	Ernest Simons	Tuesday, 4th, 10.00 A.M. Registration... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Registration... Kowloon B.O. at... 9.30 A.M. No late fee Letters... 11.00 A.M.
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Macao	Sui Tai	Tuesday, 4th, 2.00 P.M.
Swatow, Amoy, Formosa and Foochow	Dilwara	Tuesday, 4th, 2.00 P.M.
KEELUNG, SHANGHAI, NORTH CHINA, and JAPAN via MOJI, VICTORIA and United States and Seattle	Kamamura Maru	Tuesday, 4th, 3.00 P.M.
Philippine Islands	Kaifong	Tuesday, 4th, 3.00 P.M.
SEANGHAI, NORTH CHINA, and JAPAN via KOBE	Salote	Tuesday, 4th, 4.00 P.M.

STRAITS AND CEYLON	Kitano Maru	Tuesday, 4th, 5.00 P.M.
Fort Bayard, Haiphong and Pakhoi	Si-Kiang	Wednesday, 5th, 8.00 A.M.
Swatow	Haiman	Wednesday, 5th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Kaifu Maru	Wednesday, 5th, 11.00 A.M.
Japan via Nagsaki	Kumano Maru	Wednesday, 5th, 11.00 A.M.
Macao	Mausang	Wednesday, 5th, 3.00 P.M.
Sandakan	Arandia	Wednesday, 5th, 5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Singon	Thursday, 6th, 8.00 A.M.
Haiphong and Pakhoi	Aldenharn	Thursday, 6th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Sui Tai	Thursday, 6th, 1.15 P.M.
Macao	Chinkun	Thursday, 6th, 3.00 P.M.
Swatow, Amoy, Formosa and Foochow	Hailong	Friday, 7th, 10.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

	June 1st.
ON LONDON—	
Telegraphic Transfer	253
Bank Bills, on demand	253
Bank Bills, at 30 days' sight	253
Bank Bills, at 4 months' sight	253
Credit, at 4 months' sight	253
Documentary Bills 4 months' sight	253
ON PARIS—	
Bank Bills, on demand	253
Credit, at 4 months' sight	253
ON GERMANY—	
On demand	205
ON NEW YORK—	
Bank Bills, on demand	48
Credit, at 60 days' sight	49
ON BOMBAY—	
Telegraphic Transfer	149
Bank, on demand	150
ON CALCUTTA—	
Telegraphic Transfer	149
Bank, on demand	150
ON SHANGHAI—	
Bank, at sight	72
Private, 30 days' sight	73
ON YOKOHAMA—	
On demand	98
ON MANILA—	
On demand	85
ON SINGAPORE—	
On demand	120
ON BATAVIA—	
On demand	120
ON RAJAHMUNDRAM—	
On demand	75
ON BANGKOK—	
On demand	75
SOVEREIGNS, Bank's Buying Rate	19.90
GOLD LEAF, 100 fine, per tael	51.20
BAR SILVER, per oz.	28.12

CURRENCY COINS.

	per cent
Chinese 20 cents pieces	88.05 discount
Chinese 10 "	88.37 "
Hongkong 20 "	88.50 "
Hongkong 10 "	88.30 "

MAILS VIA SIBERIA.

	Due
London	Shanghai
May 15th	June 1st
May 18th	June 3rd

SHARE LIST.—QUOTATIONS.

HONGKONG, 1st JUNE, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	{2842, sellers {L'don 284 10.
China Borneo Company, Limited	60,000	\$12	all	{93, x. div. sel.
China Light and Power Company, Limited	50,000	\$1	all	{2.10
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	{3.60
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCK AND WHARVES—				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$60, buyers
Hongkong & Wharves & G. Co., Ltd.	50,000	\$50	all	\$49, sellers
New Amoy Dock Co., Limited	10,000	\$63	all	\$63, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50, sales
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 91
Green Island Cement Co., Limited	60,000	\$10	all	\$41, buyers
Hongkong Electric Co., Limited	12,000	\$10	all	\$24, sellers
Hongkong Hotel Company, Limited	8,000	\$50	all	\$110
Manila Metropole Hotel Limited	15,000	P. 10	all	\$72, sales
Hongkong Ice Company, Limited	50,000	\$25	all	\$212
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19, sales
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$4, buyers
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$223, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$132, sal. & sel.
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$50
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 140
Union Insurance Society, Limited	12,400	\$250	all	\$508
Yangtze Insurance Association, Limited	12,000	\$100	all	\$190, Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$106, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34, sales
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53, sales
Mastichappi tot Mijne, Roosendaal	25,000	Gds. 10	all	Tls. 69
Landbouw exploitatie in Langkat				
MINING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	36, buyers
Tongkah Mines, Limited	160,000	\$1	all	76, buyers
Harwood Tin and Rubber Estate, Ltd.	715,220	2/	all	4/9
Raub Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$3.60, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	50,000	\$10	all	\$1.10
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$32, sellers
STAMPS—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$23, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, {L'don buy. {£7.25, Gd.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	107 1/2, sales
Star Ferry Company, Limited	10,000	\$10	all	{33, bu. x. {24, bu. div.
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$54, buyers
STROPS AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$64, buyers
Watkins, Limited	10,000	\$10	all	\$34, buyers
A. S. Watson & Co., Limited	20,000	\$10	all	\$5, sellers
Weissmann, Limited	50,000	\$10	all	\$12, buyers
Gande Price & Co., Ltd.	13,200	\$50	all	\$33
Societe des Pulpes et Papeteries du Tonkin	15,000	\$10	all	\$10
Hongkong Steel Foundry Co., Ltd.	9,900 only	\$10	all	\$4
United Asbestos Oriental Agency, Limited	100 shares	\$10	all	{50 {74, buyers
Union Waterboat Co., Limited	50,000	\$10	all	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SYMTH, Share Brokers

TO-DAY

2.45 P.M.—Auction of Valuable Household
Furniture at "Walburn," No. 81, The Peak,
by Mr. Geo. P. Lammer.

FORTHCOMING EVENTS.

Saturday, 8th June:—
9 P.M.—R. G. Knowles at the Theatre Royal.

Sunday, 23rd June:—
Princess of Wales' Birthday (1894).

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JAN to DECEMBER,
1911, With Index. Price \$7.50.
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Hongkong, 26th March, 1912.

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